

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Jueterbog Airfield

EVALUATION

PLACE OBTAINED

25X1

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED

25 November 1954

REFERENCES

PAGES

ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED
Information

- Between 18 and 27 October 1954, there was only little air activity at Jueterbog airfield. On 20, 25 and 27 October, only two MiG-15s or U-MiG-15s were observed aloft flying individually and at large intervals. The aircraft took off toward the west and headed in the direction of Markendorf. They landed after 20 minutes. After the aircraft taxied from the hangars to the take-off point and, after the landing, taxied back to the hangars under their own power. On 20 October, a wedge formation of 6 Il-10s repeatedly crossed over the firing range. On 19, 22 and 25 October, one Li-2 transport plane landed at the airfield. Ten officers arrived with each plane. The aircraft took off again after 30 to 60 minutes.

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- The following work was done on aircraft and engines between 18 and 27 October:

16 October. Some men were working on the aircraft of the northeastern hangar. Work was being done on the engine of a MiG-15 or U-MiG-15. Some men worked on the air exhaust aperture of an aircraft and on the wings and rudder of another plane. Also under way on two Il-28s still parked in front of the northwestern hangar.

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Between 19 and 27 October, overhauling work was daily done on 5 MiG-15s or U-MiG-15s. The aircraft were towed in front of the northeastern hangar. Three aircraft from the northern hangars and 2 aircraft from the western hangars were daily involved. Sometimes, 2 aircraft were hauled from the northern hangars and 3 from the western hangars.

In front of the northwestern hangar, engines and weapons were dismantled from the aircraft. The engines were hauled to the test stand where they were tested for 30 to 35 minutes at intervals of 2 hours. After the test run, some jet engines were transported to the former air technical school, while the other engines remained in the northwestern hangar for one day or were hauled back to the aircraft. It could not be determined whether more work was done on the engines. The engines of 5 aircraft were daily dismantled and tested. On the same day, "new" engines were mounted on the planes. It could not be determined whether the engines were new or overhauled, but it was noticed that the individual engines were not mounted on the same planes from which they had been dismantled. The aircraft were again equipped with engines and returned to their hangars. The dismantled

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weapons were also hauled to the northwestern hangar and were re-mounted later. The dismantling and mounting of an engine took about 2 hours.

Between 19 and 27 October, overhauling work was also done on the motors of vehicles, starter carriages and radio installations at the field. Work was accelerated. It was noticed that the overhauled motors of the trucks were shining brightly while the recently spray-painted radiator cowlings had many scratches. The purpose of the overhauling work could not be determined. 2

3. All the recruits were still quartered in the buildings which had formerly been occupied by gypsies. About 180 recruits were stationed at the field including an additional 4 groups of 20 men each who had arrived recently. No EM of the old air force personnel at the field were shipped away. Every third day, a transport plane with 10 officers arrived in Jueterbog. The officers left Jueterbog by train to the USSR. Every second day at 1700, a train of 36 to 40 boxcars left Jueterbog Altes Lager railroad station. 3

4. [REDACTED] 25X1

5. At 1400 on 27 October, 8 railroad tank cars arrived at the fuel dump. This was the first shipment for a long period of time. The rails were covered with rust.

6. Truck [REDACTED] was used for hauling aircraft engines between the northwestern hangar and the former air technical school during overhauling work. 25X1

1. [REDACTED] Comment. Jueterbog airfield is still occupied by two fighter regiments. The light air activity is presumably connected with the exchange of personnel in the fall and with overhauling work on aircraft and equipment. The 6 Il-10s were probably observed while flying to and returning from the Kummersdorf bombing range. The two Il-28s which were used for target representation were repeatedly observed in Jueterbog. 25X1

2. [REDACTED] Comment. Overhauling work on aircraft, engines, ordnance, equipment etc. had been observed on several airfields in 1953. This work is apparently done regularly during the fall. The reported time of 2 hours for dismantling and mounting of an engine indicates the high efficiency of the Soviet technical personnel. [REDACTED] 25X1

3. [REDACTED] Comment. An exchange of personnel during the fall has repeatedly been reported from other airfields. 25X1

4. [REDACTED] 25X1

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- 2 The following work was done on aircraft and engines between 18 and 27 October:

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3. All the [redacted] [redacted] in the buildings which had formerly been occupied by [redacted] 30 recruits were stationed at the field including [redacted] groups of 20 men each who had arrived recently. No EM of the old air force personnel at the field were shipped away. Every third day, a transport plane with 10 officers arrived in Jueterbog. The officers left Jueterbog by train to the USSR. Every second day at 1700, a train of 36 to 40 boxcars left Jueterbog Altes Lager railroad station. 3

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